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OUT57974

TOP SECRET 160210Z

1966 MAR 16 02 32Z 25X1

16 MAR 1966 25X1

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THE CONTENTS OF [] (ALERT) HAVE BEEN RECEIVED BY [] AND THE FOLLOWING COMMENTS ARE SUBMITTED IN RESPONSE TO YOUR MESSAGE:

A. [] CONCURS WITH [] THAT UGOLNYY LAUNCH AREA IS NOT SOLELY AN MRBM LAUNCH AREA; HOWEVER, [] DOES NOT AGREE THAT UGOLNYY IS EXCLUSIVELY AN IRBM LAUNCH AREA, BUT MAY WELL BE A COMBINATION OF MRBM AND IRBM LAUNCH FACILITIES. (SEE [] PIR "COMPARATIVE ANALYSIS OF SOVIET MRBM AND IRBM LAUNCH AREAS", []

B. [] CONCURS IN THE FACT THAT THE FOUR BUILDINGS LOCATED BETWEEN THE LAUNCH PADS AND THE CENTRAL CONTROL BUILDING ARE SIMILAR IN POSITIONING TO THOSE AT THE MAJORITY OF SOFT IRBM LAUNCH AREAS. HOWEVER, THE CENTRAL CONTROL BUILDINGS AT UGOLNYY ARE UNIQUE AND NOT SIMILAR TO THE ONES AT SARY OZEK 1 (KARABABAU 1). THE LATTER BUILDINGS ARE EARTH-MOUNDED WITH THE ADDITION OF GABLE ROOFS FOR DECEPTIVE PURPOSES; IT WILL BE NOTED THAT DECEPTIVE MEASURES ARE OR HAVE BEEN PRESENT AT ALL THREE OF THE LAUNCH AREAS IN THIS COMPLEX.

C. WHILE IT IS AGREED THAT ONE OF THE FOUR DRIVE-IN BUILDINGS IS SMALLER THAN THE OTHERS, THIS DOES NOT PRECLUDE ITS BEING AN

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UNMOUNDED MRBM MISSILE READY BUILDING RATHER THAN A "RIM BUILDING".

D. [] AGREES THAT THE PATTERN OF REVETTED PROBABLE FUEL/ OXIDANT INSTALLATIONS IS SIMILAR AT SARY OZEK 1 (KARABABAU 1) AND UGOLNYY AND THAT THE CHARACTERISTIC MRBM LADDER-TYPE FUEL SERVICE ROAD PATTERN IS ABSENT. OF FURTHER INTEREST IS THE ABSENCE AT UGOLNYY OF THE SIX LARGE FUEL/OXIDANT TANKS FOUND AT MRBM AREAS ALTHOUGH THESE ARE PRESENT AT LEBEDIN NR 3 AND KROLOVETS NR 2 IRBM AREAS.

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E. WE AGREE THAT THE "DRIVE-THROUGH" BUILDINGS FOUND AT TYPE 2 MRBM LAUNCH AREAS ARE NOT PRESENT AT UGOLNYY. [] CONSIDERS THESE TO BE LAUNCH CONTROL BUILDINGS AND THEREFORE NOT "DRIVE-THROUGH".

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F. THE PRESENCE OF LESS THAN FOUR MISSILE READY BUILDINGS IS NOT ONLY SEEN AT SOFT IRBM LAUNCH AREAS BUT ALSO OCCURS AT A FEW SOFT MRBM LAUNCH AREAS, E.G., ZHITOMIR NR 3 (BERDICHEV) AND KOROSTEN NR 2.

G. THE [] FACILITY AT UGOLNYY IS SIMILAR TO PORTIONS OF TYPE A OR B WARHEAD HANDLING FACILITIES WITH A DRIVE-THROUGH BUILDING AND AN IGLOO AND ITS VARIATIONS MAY BE INTERPRETED TO BE THE RESULT OF THE PROXIMITY OF THE REGIONAL [] [] SITE OR AS THE RESULT OF HAVING TWO MISSILE SYSTEMS AT THE INSTALLATION, ONE SERVED BY THE REGIONAL SITE AND ONE BY THE FACILITY ITSELF.

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H. [] DOES NOT CONCUR THAT THE UNUSUAL PAD SEPARATION IS NECESSARILY A RESULT OF TERRAIN IRREGULARITY BUT RATHER IS A

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FUNCTION OF LAUNCH AREA DESIGN. THE CONSTRUCTION OF A LOOP ROAD PATTERN SOME 400 FEET EAST OF THE NORTHERN PAIR OF PADS IMPLIES THAT PAD SEPARATION ALSO COULD HAVE BEEN INCREASED AT LEAST THAT MUCH MORE IF REQUIRED. EXISTING PAD SEPARATION DOES NOT PRECLUDE USE OF THE PADS FOR MRBM LAUNCHES.

I. WIDE RADIUS TURNS ARE TYPICAL OF ALL MRBM/IRBM LAUNCH AREAS AND ARE NOT IDENTIFIED WITH ANY ONE MISSILE SYSTEM.

J. [] OAK CONTAINS A FURTHER EVALUATION OF THE PROBABLE SCAMPS. WHILE THESE VEHICLES ARE NO LONGER CONSIDERED SCAMPS, MENSURATION OF THESE VEHICLES ON PREVIOUS KEYHOLE MISSIONS DOES NOT PROVIDE A CORRELATION WITH KNOWN SSM RELATED EQUIPMENT, INCLUDING SS-5 FUEL TRANSPORTERS. FURTHER EXAMINATION OF THE SS-5 FUEL TRANSPORTERS AT PERVOMAYSK ARMY BARRACKS SOUTH ON [] [] AND CUBAN PHOTOGRAPHY ALSO DOES NOT GIVE THE IMPRESSION THAT THE UGOLNYY VEHICLES ARE SS-5 FUEL TRANSPORTERS. [] CONSIDERS THESE VEHICLES TO BE UNIDENTIFIED AT THE PRESENT TIME.

K. IN SUMMARY, THE EVIDENCE PRESENT AT THE UGOLNYY LAUNCH AREA LEADS [] TO BELIEVE THAT IT IS A COMBINATION MRBM/IRBM LAUNCH AREA.

T O P S E C R E T []

--END OF MESSAGE--

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